

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAN," 2,353 tons, Captain S. Bell Smith.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted). The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentine.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain W. Reynell. (At Dock).

Departures from Macao to Canton on Monday, Wednesday, and Friday, at 9 A.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Willox.
 "NANNING," 569 " " " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 3 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 12th September, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS. These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

A TRIP ON THE WEST RIVER IS PARTICULARLY REFRESHING AND EXHILARATING DURING THE HOT WEATHER.

For further information apply to— BUTTERFIELD & SWIRE, AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th August, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANÇAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Sundays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents:—Messrs. E. Pasquet & Co. For further particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 5th April, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO. BARRETTO & CO.,

General Agents.

Hongkong, 26th September, 1907.

Hotel.

KOWLOON HOTEL, HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation.
 The only First-class Hotel in Kowloon.
 Most Charming and Popular Resort in the Colony.
 Electric Lights, Fans and Call Bells.
 Bath Rooms attached to each Room.

Telephone Address:

"CHEF" HONGKONG, Telephone No. K4.

Unrivalled for Comfort and Cuisine.
 Thoroughly Up to Date with Every Modern Luxury.
 Billiards and Bowling Alleys.
 Moderate Terms and No Extras.
 Modern Management.

O. E. OWEN, Proprietor.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 98 ft., bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 106, or 681.

Telegrams, "Dock, Yokohama," Odes A. B. C. 4th and 5th Ed.

Liebers, Scotts, A. L. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"ROON" Capt. Vriners	About TUESDAY, 8th Oct., 1907.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	WEDNESDAY, 9 A.M., 9th Oct., 1907.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"GOEBEN" Capt. Wilhelm	WEDNESDAY, Noon, 9th Oct., 1907.
MANILA, FRIEDRICH WILHELMSHAFEN, SIMPSONHAFEN, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. V. Minssen	THURSDAY, 5 P.M., 10th Oct., 1907.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. Senden	About THURSDAY, the 18th Oct., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong 7th October, 1907.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half Oct.	JAPAN	Second half Oct.
TJIMAH	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIKINI	JAPAN	Second half Oct.	JAVA PORTS	Second half Oct.
TJIPANAS	JAVA	First half Nov.	JAVA PORTS	First half Nov.
TJILIWONG	JAVA	First half Nov.	JAPAN	First half Nov.
TJILATJAP	JAPAN	Second half Nov.	JAVA PORTS	Second half Nov.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 181 BOLT,

Hongkong, 2nd October, 1907.

Dentistry.

TWIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

33, QUEEN'S ROAD CENTRAL,

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

SHIPS SURGEONS.

THEIR PAY AND THEIR USUAL LENGTH OF SERVICE.

Are ships' surgeons underpaid, and, in consequence, are our ocean steamship lines provided with only indifferently skilled medical men? The question is one of importance to the increasing thousands who, for business or pleasure, undertake long sea voyages. The opinion has been expressed in some quarters that all is not well with this branch of the mercantile marine, and as a result some uneasiness has been caused in the public mind. In view of the largest liners, carrying several thousands of people, as a rule, only one official surgeon is attached. It is, therefore, imperative that the medical man should be an experienced person.

A representative of the *Pail Mail Gazette*, who made inquiries on the subject, was assured by leading shipowners that there was not slightest cause for misapprehension.

"Ships' surgeons" on all lines of any repute are salaried officials of the company, like any other servant," said one manager of a large steamship company. "Their pay is usually £10 a month, and all the surgical instruments and medicines are supplied by the company. All they have to do is to furnish their own uniform. A ship's surgeon is different in some respects to other officers of a company in that he may be said to be only temporary. I mean the great majority of them are young men fresh from the hospitals who wish to take a sea voyage and have a general look round before settling down in a practice at home.

THREE VOYAGES THE AVERAGE. "The average length of life of a ship's surgeon is three voyages. We really don't encourage them to undertake more, as they could naturally earn more money ashore. Still, men, who have perhaps private means, and like the life, adopt the sea as their profession. In fact, we have had doctors twenty years in our company. Let me emphasise the fact that they are absolutely qualified men. It is obvious that a great steamship company would not risk its reputation by employing indifferent men.

As for depending on passengers' tips, there is nothing of the sort though it is not infrequent that they receive presents from grateful people whom they have attended. That is nothing to do with us.

Then the statement has been made that there is a difficulty in obtaining ship surgeons. This is not correct. We can always get plenty of fully-qualified and efficient men. Perhaps, in August, there may be a slight difficulty, as many doctors, during the holiday season, act as locum tenens ashore, and naturally make more money. During the Boer War, too, when many went to the front, there was a shortage, but under normal conditions the supply far exceeds the demand."

DANGERS OF CONCRETE STRUCTURES.

AMERICAN GOVERNMENT ISSUES A WARNING.

The United States Geological Survey through its technological branch, has just issued a warning against the hasty use of reinforced concrete. It has been conducting valuable experiments at its laboratories on the strength of concrete and of reinforced concrete beams, columns, and floor slabs. These tests have been made primarily on behalf of the Government, but the results will soon be published for the benefit of the builders of the country.

From the Government inquiries instituted in consequence of the recent collapse of reinforced concrete buildings with loss of life and of several million dollars it has been made manifest that the danger of collapse of concrete structures exists in nearly every important city in the United States. The Government inspector declares that after careful examination of nearly every one of the buildings that have collapsed within the last year the fall of the structure has been due to carelessness of construction. It is a miracle that more concrete buildings have not collapsed.

But the investigation has also gone to show that the failure of concrete structures has been due to hasty and careless construction work on the part of the contractors rather than to the materials used. Concrete, by reason of its superior qualities—especially its resistance to fire and its cheapness—is being extensively used, and will be employed still more in the future. But it is a comparatively new material, and until its properties are fully known and appreciated the greatest safeguards should be thrown about it. The error that it can be used by unskilled labourers has led to serious consequences.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Steves will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

W. M. PARLANE, Manager.

Hongkong, 22nd June, 1905.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.
 Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiorress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.
 Hongkong, 31st April, 1905.

Public Companies.

THE DAIRY FARM CO., LD.

NOTICE TO SHAREHOLDERS.

THE ELEVENTH ORDINARY YEARLY MEETING OF SHAREHOLDERS in the Above Company will be held at the Company's Town Office, Lower Albert Road, Hongkong, on MONDAY, the 4th October, at 12.30 P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1907.
 The TRANSFER BOOKS of the Company will be CLOSED from 29th September to the 14th October, 1907, both days inclusive.

By Order,

M. MANUK,

Acting Secretary.

Hongkong, 26th September, 1907.

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Office of the undersigned at 12.30 P.M. on FRIDAY, the 25th instant.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LTD.,

General Agents,

Canton Insurance Office, Limited.

Hongkong, 4th October, 1907.

SCOTTISH MASONIC QUADRILLE ASSOCIATION.

THE ABOVE DANCES will commence on November 4th, 1907. All Masons are invited to Subscribe and all intending Subscribers should Communicate with the undersigned as early as possible with reference to invitations, &c.

(Signed) J. J. BLAKE,

Secretary.

Hongkong, 1st October, 1907.

To Let.

TO LET.

ONE FOUR-ROOMED HOUSE at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & CO., LD.

Hongkong, 22nd June, 1907.

TO LET.

A HOUSE in KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1907.

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 21, 23, 25, and 27, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1907.

TO LET.

HATHERLEIGH, Conduit Road.

No. 1, RIFON TERRACE, Bonham Road.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st October, 1907.

TO LET.

2ND FLOOR No. 12, QUEEN'S ROAD CENTRAL.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.

Nos. 1 & 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, 13th August, 1907.

TO LET.

HOUSE No. 2, ROSE TERRACE, Kowloon.

HOUSE No. 5, ROSE TERRACE, Kowloon, from 1st August next.

Apply to—

COMPRADORE, Barretto & Co.

Hongkong, 24th July, 1907.

TO BE LET.

A S from 1st August next, No. 5, MORRISON HILL.

Apply to—

Messrs. JARDINE, MATHESON & CO., LTD.

Hongkong, 20th June, 1907.

THE HONGKONG STUDIO

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1907.

Intimations.

Powell's

ALEXANDRA BUILDINGS.

Bargains.

The end of the Summer Season being at hand, we are now clearing the remainder of our Stock of

LADIES' MUSLIN BLOUSES.

SUNSHADES and WASHING SKIRTS

at Very Low Prices.

NEW STOCK of GOLF JERSEYS, MILLINERY, &c., &c., &c., Just arrived.

W.M. POWELL, LTD., ALEXANDRA BUILDINGS, Hongkong.

Hongkong, 5th October, 1907.

Consignees.

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship "HOHENSTAUFEN."
Captain Jäger, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE
Hongkong Office.
Hongkong, 1st October, 1907. [886]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER."
FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst. at 1 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **GIBB, LIVINGSTON & Co., Agents.**

Hongkong, 1st October, 1907. [88]

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ST. GEORGE."
FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th instant, at 1 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by **DODWELL & CO., LIMITED, Agents.**

Hongkong, 3rd October, 1907. [81]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer "DELHI"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex S.S. *Mooltan*.
From Calcutta, ex S.S. *Suntra*.
From Penang Gulf, ex B.L.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 9th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.
Hongkong, 3rd October, 1907. [7]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR."
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge of the vessel will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 7th instant, will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO. LIMITED, Agents.
Hongkong, 4th October, 1907. [89]

COMMERCIAL.

PRIVILEGE MARKET.

Messrs. Lamke & Rogge write on 5th inst.—Chartering operations during the past fortnight have been on a larger scale than of late, and if the rates obtained leave something yet to be wished for, it is confidently expected that with the Yangtze and Newchwang seasons further advanced and the absorption of tonnage occasioned thereby an all-round improvement must set in.

From Saigon to this port, further demand has prevailed throughout the fortnight and was filled by charters at 12 and 13 cents of tonnage partly engaged in the trade regularly and some others, which after completion of Philippine voyages had been ordered back to Saigon on speculation; also a few that were disengaged there after discharging downward cargo from Hongkong.

Saigon to Philippines, a couple of settlements are reported locally, having been effected on basis of 20 cents to 1 port. After the rather extensive engagements of the last few months further prompt chartering can hardly be looked for in this direction.

Saigon to Java tonnage has been inquired after, but whether business has resulted is not known.

Hilo to Niogpo and Tientsin a charter has been drawn at 30/35 cents per picul.

The first of the Newchwang to Canton settlements have come to pass, four China Navigation Co's steamers having secured 22 cents for port cargoes. There is every likelihood of further chartering becoming practicable; *de facto* orders for tonnage are in the market now, only intending charterers are unwilling for the present to pay the higher rates asked by owners, viz., 25 cents or thereabouts.

The Yangtze season is not in full swing yet, trade to the South, particularly Swatow, has, however, materially increased, and an advance of 3 candareens against former rate is already granted by shippers.

Coal Freight: Moji to Hongkong two charters have been brought about at \$1.45. Wakamatsu to this port there is a fixture at \$1.55, and Mororan in same direction at \$2.25. Hsinpoing to Canton and Labuan to Hongkong have had business at \$1.63 and \$1.75 respectively.

On monthly terms, a charter is reported for Java trade.

Sail Freight: Nothing doing.

Sail Tonnage loading or to load:—For New York and/or Baltimore:—British ship *King George*, 2,957 tons, arrived 21st July. British bark *Lyndhurst*, 2,219 tons, arrived 26th July. British bark *Alcides*, 2,492 tons, arrived 27th July. British bark *Eclipse*, 2,558 tons, arrived 24th August. British bark *Lochhill*, 1,950 tons, arrived 28th August.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—None.

FORMERLY "A BAG OF BONES"
NOW WEIGHS 12 STONE 8.

MR. T. H. COX OF MANDALAY WAS WORN TO A SHADOW BY SICKNESS—TOO WEAK TO WORK—UNTIL HE PAINTING AND EXHAUSTED BY THE SLIGHTEST EXERTION.

Dr. Williams' Pink Pills
BUILT UP HIS STRENGTH—RESTORED HIS APPETITE—AND SENT HIM BACK TO BUSINESS A HEALTHY, HAPPY, VIGOROUS MAN.

Mr. Thomas Henry Cox, Platform Inspector at Mandalay Railway Station, is one of the oldest and also one of the most respected British residents in Burma. In his younger days he was a soldier, spent 21 years in the Somerset Light Infantry in which famous regiment he became Sergeant, and since then has been in the Burma Government Service, filling different positions of responsibility with credit to himself and to the satisfaction of the Heads of the Departments with which he has been connected.

"I attribute the fact that I am hearty and well to-day entirely to Dr. Williams' Pink Pills for Pale People," said Mr. Cox when interviewed.

"At this present moment I weigh 12 stone 8, but after my severe illness from Pneumonia and Malarial Fever some years ago I could scarcely turn the scale at 9 stone, and was so weak that I could hardly crawl. I was a bag of bones almost, could eat scarcely anything, used to stagger like a drunken man when I got upon my legs, and my wife had to take me by the hand and lead me when I went out. I suffered greatly from HEADACHES AND DIZZINESS, the least exertion left me palpitating and exhausted; it was impossible for me to return to work."

"The prospect for the future looked very black indeed, when at last a friend of mine recommended me to try Dr. Williams' Pink Pills. I commenced taking the Pills and almost at once felt an improvement. I rapidly gained strength and flesh, my appetite improved, I no longer felt dizzy or suffered with headaches, and I continued to progress in this way, regaining health and vigour every day, until at last I found myself strong enough to take up employment, the same work as I am

doing now. At the present time I do 16 hours' day every day, and although I have been doing this for the past three years and am 61 YEARS OF AGE

I feel as robust and hearty for work as ever I did in my life." I may also mention that for the last eighteen years I have suffered from a severe Rupture on the right side, but also taking Dr. Williams' Pink Pills this does not interfere with my capability for work, the Pills nourish my body so well that I don't feel the weakening effects of the rupture at all."

The terrible weakness and other troubles with which Mr. Cox was afflicted were due to the extremely impoverished state of his blood brought about by his long and severe illness. It is because they are the greatest Blood Tonic known to modern Medical Science that Dr. Williams' Pink Pills restored his strength and built up his system in so marvellous a manner as to enable him to resume work again—no ordinary thing considering his advanced years. These Pills by their unique health-giving action on the whole system through the blood, have cured thousands of cases similar to that of Mr. Cox. They are also well-known as the great remedy for Liver Complaint, Indigestion, Anaemia (weak watery blood), Nervous Debility, Early Decay, Rheumatism, Paralysis, Beri-Beri, Scrofula, Boils, Pimples, Malaria, and the after effects of Fevers, Dysentery and Chills. For those ailments which afflict women between youth and middle-age they are especially efficacious, and they promptly restore men broken down by overwork, residence in unhealthy climates, or excesses. Obtainable at most shops where medicines are sold, and also direct from the Dr. Williams' Medicine Co., Singapore, who send 6 bottles for \$8, or 1 bottle for \$1.50 post free to any address.

Hotel.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the—

MANAGER
Hongkong, 5th December, 1906. [29]

For Sale.

KUHN & KOMOR'S ART CURIOS STORE
will be RE-OPENED on the 7th inst. at No. 13, QUEEN'S ROAD (under Consaught Hotel), AND A CLEARANCE SALE at GREATLY REDUCED PRICES will be held to the END OF THIS MONTH. INSPECTION CORDIALLY INVITED. Hongkong, 2nd October, 1907. [886]

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$8.00 per Bag ex Factory.

SHAW, TOMES & Co., General Managers.

Hongkong, 3rd October, 1907. [148]

LEE YEE HAIR DRESSING SALOON.

HAS ALWAYS ON HAND CIGARS, CIGARETTES AND TOILET REQUISITES FOR SALE.

12, D'AGUIAR STREET, HONGKONG.

Hongkong, 3rd September, 1907. [800]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 7th March, 1907. [14]

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers.

ROYAL WARRANTS TO H.M. KING EDWARD VII. AND H.R.H. PRINCE OF WALES.

WITH THE LATEST, BEST 3 SPEED GEAR, GEAR CASES AND DUNLOP TYRES.

From \$120 to \$150 each. GUARANTEE FOR 3 YEARS. WILL CLIMB ANY HILL ON THE LOW GEAR.

Portsmouth Evening News:—"For 38 years the name of the HUMBER has been as a guarantee of good workmanship."

DRAGON CYCLE DEPOT, AGENTS,

11, D'AGUIAR STREET AND KOWLOON.

Hongkong, 19th July, 1907. [140]

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground—All kinds of Repairs—Spectacles for all requirements. Ask or write for illustrated Booklet on "Defective Sight."—(Free).

LONDON: 31, John Street, Bedford Row, W.C.

Hongkong, 27th November, 1905. [14]

Intimations.

LOST.

OFF KAU I CHAU.

ONE WHITEHEAD TORPEDO.

A PROXIMATE position marked by RED BUOY and RED FLAG bearing of which is:—

East Point of Kau-I-Chau—9. 18' W distant 2,400 yards.

Green Island Light—S. 54' E. distant 3,900 yards.

A REWARD OF FIFTY DOLLARS will be paid for its recovery.

Apply to—H.M.S. "TAMAR" Hongkong, 1st October, 1907. [877]

HONGKONG TECHNICAL COLLEGE (Formerly "Evening Continuation" Classes).

QUEEN'S COLLEGE.

EVENING CLASSES in the following Subjects will commence on THURSDAY, October 10th.

ENGINEERING SECTION:—
Building Construction, Machine Drawing, Theoretical Mechanics, Practical Mathematics, Steam, Electricity, Field Surveying.

COMMERCE SECTION:—
English, French, German, shorthand, (including Typewriting).

SCIENCE SECTION:—
Chemistry, Theoretical and Practical Physics.

Copies of the Prospectus, and Entry Forms for intending Students, may be obtained on application to the undersigned at Queen's College.

Students should attend at Queen's College on MONDAY, October 7th, TUESDAY, October 8th, or WEDNESDAY, October 9th between 6 and 7 P.M., and interview the Lecturers in the subjects they wish to study.

Students who intend to join any of the Classes are requested to do so before THURSDAY next, when Lectures begin.

E. RALPHS, Director.
Queen's College, Hongkong, 5th October, 1907. [896]

PAEST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK BY SIEM SEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [134]

HUMBER CYCLES.

THE BEST IN THE WORLD.

Cycles Makers.

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LONDON: 31, John Street, Bedford Row, W.C.

Hongkong, 27th November, 1905. [14]

CHINA PROVIDENT LOAN AND MORTGAGE CO. LD.

(CAPITAL PAID UP\$1,000,000.)

Underwrites and Executes THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., &c. SHEWAN, TOMES & Co., General Managers.

Hongkong, 24th May, 1907. [121]

A SPECIAL SALE
will be held at THE ITALIAN CONVENT on behalf of the POOR ORPHANS, on the 10th, 11th, 12th instant, at 2.30 P.M.

OF Ladies' and Children's Underclothing, Dresses and other useful and Embroidered Articles, suitable for Birthday Presents, &c.

The Superintendents hope to receive and merit a large share of the public patronage.

ITALIAN CONVENT,
28, Caine Road.

Hongkong, 3rd October, 1907. [189]

A. CHAZALON & CO.,
6, Queen's Road Central, WINE, SPIRITS and COAL MERCHANTS AND GENERAL STOREKEEPERS.

Just Unpacked.

BARCLAY PERKIN'S STOUT
in pints and Baby bottles.

FRENCH SYRUPS
GRENADINE, GOSWILL, &c.

VICHY, FERRIER, ROCHEMAURE
AND OTHER FRENCH MINERAL WATERS

Large Assortment of CANNED GOODS suitable for Picnic.

Hongkong, 15th May, 1907. [140]

PATHE FRERES, PARIS.

CINEMATOGRAPHS AND FILMS.

NEW FILMS ARRIVE WEEKLY.

Price 45 cents (Straits Currency) per metre.

SOLE AGENTS FOR The Straits, Burma, Java, Sumatra, Siam, Hongkong, The Philippines, &c.

F. DREVUS,
19, Stamford Road, Singapore.

776]

SWATOW DRAWN WORK COMPANY,
38, WELLINGTON STREET.

Dealers in all kind of HAND-MADE DRAWN CHINESE LINEN, GRASS CLOTH, &c., all of the best quality;

ALSO:—
SWATOW BEST FEWTER-WARE LACES,
all from the best French patterns.

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Intimation.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE
GOVERNOR AND HOUSEHOLD.

WATSON'S
HOUSEHOLD
AMMONIA.

An Elegant Preparation for the Toilet and
Bath, Refreshing and Invigorating.

LOTION

FOR

PRICKLY HEAT.

An Efficacious Remedy,
GIVES INSTANT RELIEF.

PURE CARBOLIC
SOAPS.

Highly Recommended by the Medical Faculty.

STRONG MEDICAL

Guaranteed to contain 20 per cent. of
Pure Carbolic Acid.

MEDIUM.

Guaranteed to contain 10 per cent. of
Pure Carbolic Acid.

TOILET SOAP.

Guaranteed to contain 5 per cent. of
Pure Carbolic Acid.

FRAGRANT TOOTH
WASH.

Antiseptic and Detergent—Whitens the Teeth
and strengthens the Gums.

A. S. WATSON & CO.,
LIMITED,

CHEMISTS, DRUGGISTS AND
PERFUMERS.

THE HONGKONG DISPENSARY.

HONGKONG, 7th September, 1907.

BIRTH.

On September 30, 1907, at Shanghai, the
wife of G. GRAYRIDGE of a daughter.

MARRIAGES.

On September 30, 1907, at Shanghai, FRANK
DRAPER MULVEY to ETHEL MAY BLANCH.
On September 30, 1907, at Shanghai, HEDLEY
G. WHITZ, eldest son of Captain White, Clyde,
Trust, Glasgow, to ANNIE, only daughter of the
late John Peacock, Esq., of Baldon, Yorks,
England.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 7, 1907.

**AGAINST SEDITION, TUMULT
AND DISORDER.**

It may be assumed, for all practical purposes, that the Seditious Publications Ordinance, having passed through Committee, will become law at the next meeting of the Legislative Council, for it is unusual to oppose even a controversial Bill on the third reading. According to the Attorney-General, who carefully repudiated the idea that he had been responsible for the phraseology of the proposed Ordinance, there was no intention that criticism of the Chinese Government should be stifled; but neither he nor the Colonial Secretary offered any adequate reason why the Bill should have been introduced at all. In the first place, it was brought before the Council without the semblance of a preamble to enlighten the members as to the necessity and purpose of the Bill, and we have only to guess, for the present, at the terms which were agreed upon as sufficient to explain the character of the measure by the Attorney-General and Dr. Ho Kai. We need hardly revert to our previous contention that every Bill should be provided with the "objects and reasons" for its introduction, beyond submitting that here is a clear case in favour of our argument that the elimination of those particulars is strongly to be deprecated. Even after the statements of the Attorney-General and the Colonial Secretary, and the announcement of the fact that it is based on an Order in Council which was specially framed on the suggestion of the Japanese authorities with the object of dealing with those concerned in the publication of seditious matter in Korea—an Order which we had occasion to traverse on its promulgation—it is far from clear that the conditions in Hongkong required the immediate passing of the Bill at this particular time. Certainly it was not a Bill to be rushed through the Council at the tail end of a lengthy meeting, which had been devoted to the consideration of a great and complex series of local financial questions. The Colonial Secretary professed himself shocked at the nature of the cartoons and

caricatures which adorn or disgrace, as the case may be, some of the Chinese sheets published in Hongkong, but as the native of a country which revels in cartoons and does not hesitate to stigmatise political opponents as "Judas Iscariots," it is doubtful whether the Colonial Secretary was wholly disingenuous in his reference to the pictorial attempts of Chinese humorists. Accepting for a moment, his honest disapproval of the Chinese cartoons, was it necessary to frame a Seditious Publications Ordinance to deal with the originators? If we would believe all that was said in support of the Bill it is primarily directed against Chinese publishers, but unless we are very much mistaken the Government of Hongkong already possess ample powers to deal with disaffected Chinese printers. When Mr. W. H. Taft, the United States Secretary of War, was in Hongkong in the early part of last year, accompanied by Miss Roosevelt and a number of Senators and Congressmen, several of the Editors of the native papers published in the Colony availed themselves of the opportunity to caricature the American visitors. We need not enter into details, beyond stating that the cartoons were exceedingly offensive to the eye of the foreigner who understands things Chinese. There was no Seditious Publications Ordinance in force then, but the Government were not at a loss as to what should be done. The offending parties were called before the Registrar-General, who, after hearing their explanation, submitted a recommendation to the Governor. Within twenty-four hours the authors of the mischievous cartoons had been deported, bag and baggage from Hongkong, with the injunction never to show their disreputable faces in the Colony again. The procedure was in every respect regular and in order; there was no straining of the terms of the Ordinance to meet the contingency; nothing was done that could not be justified by chapter and verse in the law. That being so, and the instance we have cited is by no means singular or unique, where was the urgent need for the Seditious Publications Ordinance, unless there was a desire to throttle the European Press of the Colony? When Mr. Osborne, searchingly inquired whether the law would apply to newspapers printed in other than the Chinese language, the Attorney-General, suavely replied that of course it was "quite impracticable to draw any distinction between language"; and Dr. Ho Kai rushed into the discussion with the suggestion that Mr. Osborne was advocating class legislation, as if he himself had not been a party to one of the most reprehensible acts of class legislation ever perpetrated in Hongkong. Is it not the fact that Dr. Ho Kai supported and by his vote facilitated the passing of an Ordinance which is nothing more or less than a blot on the statute book—we refer to the Peak Reservation Ordinance by which he himself and his own compatriots, whom he is supposed to represent at the Council, are placed under disabilities incompatible with the constitutional rights of British subjects. The Attorney-General, asked how actions brought under the Ordinance would be dealt with, said they would be tried by jury, because, forsooth, a police magistrate has no summary powers! We trust that such actions will be tried not by a common jury, but by a special jury qualified to discriminate between legitimate criticism and what is known as sedition. It is perfectly certain that the first prosecution under the Seditious Publications Ordinance, unless it is of a particularly flagrant and indefensible character, will receive an amount of attention sufficient to make the reputation of half the lawyers in Hongkong, and should Dr. Ho Kai appear as Counsel we can guarantee that it will reach the proportions of a *cause célèbre*. We will grant this that if anybody should understand the Ordinance it is Dr. Ho Kai, who, as the Attorney-General acknowledged, had assisted in the preparation of the innocuous preamble. No doubt the Attorney-General's official chamber is an admirable place for the discussion of public questions and the ticking into shape of troublesome Bills, but we hope the other unofficial members of the Legislative Council will restrain themselves until such Bills come in the regular course before the public meeting and then give expression to those views which may to them seem proper. We do not want any Star Chamber of secret conclave arrangements in Hongkong, for the simple reason that we have not been accustomed to such proceedings in the past and we are becoming too old a Colony to endure them now. At the same Council meeting another Bill was submitted—and finally passed—which also made provision against tumult and disorders. The stranger might well fancy that the Hongkong Government had "tumult and disorder" on the brain; it is unquestionable that they have been reading the *Litany* to some purpose.

LOCAL AND GENERAL.

The English mail of the 7th September was delivered in London on the 5th inst.

The Government of British North Borneo has withdrawn quarantine against Hongkong.

FIRE IN THE HARBOUR.

JUNK BURN'T TO THE WATER'S EDGE.

A FINE SPECTACLE.

It is a rare kaleidoscope of light and shadow, within the very sessions of the Legislative Council during which the question of the provision of an additional fireboat for the harbour of Victoria should have occupied such a prominent part in the discussion in connection with the Estimates, a fire should have occurred in the harbour to demonstrate the wisdom of the Government's proposition to add another floating fire engine to the equipment of the local Fire Brigade.

Shortly before 2 p.m. this afternoon a dense column of smoke, rising high into the air, in the direction of the "western" limit of the harbour denoted the burning of some craft or other in the waters of the Colony. When a representative of the *Hongkong Telegraph* hastened to the scene of what proved to be the burning of the benzine-tin cargo boat, No. 1,542, he was rewarded with a magnificent spectacle.

A VEIL OF SMOKE.
Within a few hundred yards from the southern extremity of Stonecutter's Island a large sea-going junk was seen to be ablaze. The fire was burning fiercely on the doomed wooden craft. The red flames shot up above the height of the mast, and a huge column of black smoke rose high in the air spreading itself in such a manner as to obscure a portion of the western sky. The fire, as can easily be imagined, must have been impossible of control by any of the crew on board none of whom were seen when our reporter was near the scene of the fire.

Cargo-boat No. 1,542, of 700 to 800 piculs capacity, was alongside the S.S. *Sultan* on *Langkat*, which had arrived from Fulo Sambo and Singapore this morning, with a cargo of petroleum and benzine consigned to Messrs. Meyer & Co. The benzine was being discharged into the boat when the cargo accidentally caught fire. How it originated it has not yet been ascertained.

As the contents of the benzine-tins were burning—such was the inflammable character of the junk's cargo—the ill-fated craft slowly sank until she was almost entirely submerged save for the mast, which by some remarkable and at present unaccountable reason was not consumed by the devouring flames.

A TRAIL OF LIVING FIRE.
It is surmised that upon the discovery of the fire on board the crew must have made some attempt at extinguishing the flames for a number of times with their inflammable contents were jettisoned into the water. The tins floated and as they were carried by the tide in the direction of the Island, they formed a trail of living fire on the surface.

The first launches to arrive to the junk's rescue were two from the Harbour Department and soon after two Police launches reached the scene of the burning junk. It was perfectly evident that nothing could be done to save the craft. The efforts of the Water Police were accordingly confined to keeping the burning tins from floating into the southern fairway. The big No. 1 Police launch then arrived. She approached within close distance of the burning derelict and then made for the floating fire-trail steaming round it.

At this stage the steam tender *Omphale* of the War Department steamed past the burning junk from Stonecutter's, but as it was seen that no help was of any avail, the *Omphale* continued on her course for Hongkong.

THE FIRE-FLOAT TO THE RESCUE.

Meanwhile the Government floating fire-engine with full steam on was observed making a straight course through the shipping towards the burning junk. She arrived within easy distance of the doomed wreck at 2:15 p.m. Fifty-two towards the port side of the junk she played two huge streams of water on to the burning cargo; then steaming round stem to stem with the derelict the hose was directed into the burning hold of the native vessel; and when a sufficient volume of water had been poured into that part of the junk, the fire-float moved on to starboard. Within ten minutes of her arrival the flames were practically got under and any danger to shipping at the western anchorage completely removed.

It was seen that a water-boat of the Union Waterboat Co., Ltd., was steaming towards the junk at the same time as the fire-float had commenced operations; but before she could arrive at the spot the Fire Brigade had the mastery of the flames.

HARBOUR OFFICIALS INVESTIGATING.

As soon as news of the fire reached the Harbour Office, the Hon. Captain Basil R. H. Taylor, R.N. (Harbour Master) accompanied by his assistant, Mr. E. Jones, and Mr. M. McIvor, second boarding officer, put out in a Government launch to investigate the cause of the fire. At time of writing nothing definitely is officially known as to the cause of the fire, although spontaneous combustion is not an unlikely theory of the origin of the unfortunate occurrence. Inquiry at the Harbour Office failed to elicit any information whether any lives were lost on board the junk. As usual, the Naval Authorities were prompt this afternoon in despatching a boat manned with a complement of the "Handy-men" to render assistance. The boat, which was sent off from H.M.S. *Tamar* stood by, and was re-arriving by the burning boat at 3:45 p.m. when our representative returned ashore.

Later.
Before the cargo boat was cut adrift from the *Sultan* on *Langkat*, it was found that the boat from the burning cargo was threatening the safety of the *Langkat*, which, we understand, has been slightly damaged. No particulars could be gathered.

RAUB CRUSHING.

Messrs. E. Kadoorie & Co. received telegraphic information from Singapore advising them that the crushing of the Raub Australian Gold Mining Co. for the past four weeks yielded 1,112 ozs gold from 3,114 tons stone.

ANTARCTIC POLAR FOR THE SOUTH POLE.

ARRIVAL IN HONGKONG.

Probably one of the newest features in Antarctic exploration is the use of China ponies in place of the Iceland dogs which have previously been used for the drawing of sleighs. To-day a contingent of 15 ponies arrived at Hongkong from Shanghai en route to the Antarctic. They were ordered by Captain Huxford, who is in charge of the latest expedition which has the South Pole as its objective, and are a fine strapping lot of animals. It seems that Captain Huxford has had experience of China ponies and knowing their capabilities in warding off the effects of the intense cold which is experienced in North China during the winter months, when the thermometer descends below zero, and recognising the hardness and stamina of the breed, has decided to try their fitness for travel across the ice plateaus of the Antarctic. The ponies are in excellent condition and for the present are stabled at Kennedy's stables where they will remain awaiting shipment to Australia. There they will be taken charge of by the exploring party. Accompanying the ponies is a Manchurian, or it may be a Mongolian, dog, perhaps the biggest of the canine tribe ever seen in Hongkong. Nobody seems to know exactly what the breed is, but it is more like a small elephant than a dog, and its temper and ferocity correspond with its size. It would give Harman's untameable lion points and a beating in one round.

THE ADSETT'S TRIAL.

ATTEMPTS ACCUSED ALLEGED TO HAVE MADE TO GET THE BOX AWAY.

The fifth day's hearing of the trial of William Hall Adsett for the murder of Gertrude Dayton was concluded at the Magistrate's court, this afternoon. Mr. C. A. D. Malbouras presided.

Mr. G. E. Morrell, Crown Solicitor, of Messrs. Denny and Bowley, prosecuted. Mr. Reginald Harding appeared for the defence.

H. W. Kent, a shipping clerk, in the employ of Messrs. Butterfield and Swire, was called to the stand. On Sunday, 4th August, about 10 a.m., witness said he was in the office.

Mr. Morrell—Did anyone come in to see you?

Witness—Yes, an American came in and said he wished to ship a box to Hoihow by the *Singao*, advertised to sail the following morning.

Did he bring the box with him?—He didn't bring it into the office. He deposited it downstairs.

Did you see the box?—Yes.

Would you know it again if you saw it?—Yes.

What sort of a box was it?—An ordinary Saratoga trunk.

The trunk was brought into Court and witness said it looked exactly like it.

Did he give a name?—Yes, "F. Jackson."

Was there any address on the box?—Nothing, except "Hoihow."

As a rule it is customary to get full particulars from the shipper?—Yes.

Did you ask the shipper of this box for the full particulars?—The address, the American said, was expecting the trunk and he would take delivery at their office at Hoihow.

Did he say anything else?—Yes, he wanted the trunk sent on board at once.

And what did you say?—I said it could not be done and that the box would be sent aboard in the usual course.

Was he satisfied?—Yes, and left.

Did you notice the man at all. Can you give a description of him?—Yes. He was a tall man; about 5 ft. 10 in.; clean shaven; fair; dressed in dark tweed clothes, and with brown hair, and spoke with a distinct American accent.

Can you identify the man?—It is doubtful.

You failed to identify him in goal?—Yes.

After he left the office on the 4th August did you see any more of him?—Yes. He returned an hour later and said he wanted to change the destination of the box from Hoihow to Sydney.

Did he say what ship he wanted it to go by?—Yes, the *Chingtu* which was to sail on the following day.

Well, what did you do?—I thought it extraordinary, and asked him how it was he wanted to alter the destination.

Did he answer you?—Yes. He said the addressee went to Australia and it would be more convenient to have the box sent there.

And did you agree to make the necessary alteration?—I did, and told him he must return on Monday morning at office hours.

And what happened then?—He left the office.

Did he give you back the papers for the *Singao*?—No. He kept them.

When you got to the office on Monday morning was the box there?—No.

Were the *Singao* papers there?—Yes.

How did you get them?—A Chinese shipping clerk gave me them.

By Mr. Harding—He could not remember the exact time the American called at the office that Sunday morning. It was about 10 a.m. The box he brought had several labels on it.

A street coolie, living in a shed at the entrance to Lee Yuen Street East, stated that between four and five o'clock on the afternoon of the 4th August he was sitting in a shed near of Pedder's Wharf.

Did anybody engage you that day?—Yes.

Who did?—That European in the dock.

What did he engage you for?—He took me and another coolie to Butterfield and Swire's office, and at the foot of the stairs he pointed to a box, the *Saratoga*, and said he wanted it removed.

To where?—To a bamboo wharf outside B. and S. Office. Then the box was placed on a sledge.

And—We were paid ten cents each, and the foreigner is in the sledge.

Did you see where the sledge went to?—No.

Do you remember going to the goal?—Yes.

Who did you see there?—The accused.

Was he alone?—No. I picked him out of a crowd of other foreigners.

Mr. Harding—When you came up to the goal on the 5th September did you expect to see the man who engaged you on the 4th August?—I saw him.

Mr. Harding tried hard to get the witness to answer the question in a more intelligent manner, but the witness was immovable.

Look at that trunk. Is it in the same condition, externally, as it was when you took it to the pier?—Yes.

The other street coolie gave corroborative evidence, but failed to identify the European who engaged him.

A sampan woman spoke as to being engaged by a European on the afternoon of 4th August. The European had a box with him and she took them to the steamer *Montague*. Arriving alongside the European went on board and a little later the box was taken aboard by two coolies.

Mr. Harding, during his cross-examination, wanted to know how the European engaged her sampan and how he made her understand his wishes. The witness, who knew a bit of English, was asked how she was addressed by the European. "I wanchee sampan one hour," she said the European addressed her. Then she continued: "I takee him eighty cents. He takee my all right two dollars!" The witness who was very sharp with her replies could not say how many Europeans engaged her sampan since August 4th. How could she, till? She was always carrying Europeans.

THE "MONTEAGLE'S" QUARTERMASTER'S STORY.

John Joseph Lyons, quartermaster of the steamer *Montague*, who left the ship since the discovery of the tragedy, was the next witness to be examined. At 4:30 p.m., on Sunday, 4th August, witness said he was on duty on the main gangway. A little later he went into his room to get a drink. On his return he saw a stranger on deck.

Mr. Morrell—Look round the Court and see if you can see that stranger?

Witness pointed to the accused.

Continuing, witness said he approached the stranger and asked what he wanted. The man said he had a trunk in a sampan alongside which he wanted taken on board. Witness went to the fore'side and called three men. By the time witness reached the aft gangway, after calling the men, the trunk was brought on board. The second officer then approached witness and asked him who the trunk belonged to. Witness pointed to the stranger, saying it was his. It was raining at the time and the trunk was taken out of the wet, and placed under cover.

"What happened next?" asked Mr. Morrell.

Witness said he followed the trunk into the baggage room, answered the witness.

Was that the place where it was to go?—No. The accused wished me to put the trunk in the hold, but I put it in the baggage room.

Did you see the accused quit the ship?—No, I did not.

Would you know the trunk?—Witness, examining the *Saratoga*, said it looked exactly like the one he lowered into the baggage room.

Did you notice what the accused was wearing?—Yes. A dark, soft American hat; dark tweed suit, and a soft blue collar.

By Mr. Harding—He never saw the accused before 4th August. He identified him without any difficulty. He did not think there were any labels of the *Saratoga* trunk when it was brought on board. As far as he could tell accused was on board the *Montague* for about twenty minutes.

A pawnbroker's assistant who received certain articles of jewellery in pawn from a European looking like Adsett was the next one to take the stand.

THE Japanese Government has at last decided to increase the salaries of judges, and the necessary estimate has been forwarded to the Finance Department by the Judicial Department. At first it was proposed to increase the pay to that of the basis of the salaries of Secretaries of Local Governments. By the recent amendment of the Regulation of the official organisation of local governments, the rate of the salary of the Secretaries has been raised to ¥1,650 per annum on an average, while the existing average rate of the pay of judges is only ¥930. The Government finds it difficult to at once increase the judicial salaries to the standard of the local Government Secretaries, and it has been decided to increase the salaries to the previous rate of the local Secretaries—¥1,300. Even this rise will entail a total increase of about ¥700,000 in the estimate.

In reply to a despatch from the British Consul-General informing him of the proposed regatta at the Tsingyang-kiang, Quinsan, his Honour Jui Chong, Taoist of Shanghai, according to the *M. C. D. News*, has replied that in permitting the regatta to take place last year, it was never intended by the Chinese authorities to make it a precedent for further regattas there. The regatta last year was permitted as a matter of courtesy, although the place chosen was in the interior. Quinsan is not, under the circumstances, therefore, the proper place for foreign merchants to pursue their amusements in—that respect. In allowing the regatta to take place last year at Quinsan the local authorities there had been instructed to make arrangements to prevent disturbances, and fortunately for all concerned nothing untoward happened. This fact and the fact that permission was granted must not, however, be made a precedent for these regattas to take place at the will of those concerned. In defence, however, to the letter of the British Consul-General, the Taoist, desirous to please, gives his consent once more to the regatta taking place at Quinsan this year, on the conditions as already mentioned to the foregoing.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

SECRETARY TAFT'S VISIT.

STEAMER DELAYED AT JAPAN.

EXPECTED ARRIVAL AT SHANGHAI TO-MORROW.

[From Our Own Correspondent.]

Shanghai, 7th October,

12.50 p.m.

The Great Northern steamship

Minnesota, by which Mr. W. H.

Taft, the United States Secretary of

War, is travelling, has been delayed.

It is expected that the Minister

and party will arrive here to-morrow.

The programme for the reception of the Hon.

Wm. H. Taft, American Secretary of State for

War, and a candidate for the Presidency of the

United States, at Shanghai was arranged as follows:

The Hon. L. R. Wilfley, Judge of the

United States Court for China, met Secretary

Taft at Yokohama and was to accompany him

on board the G. N. S. *Minnesota* to Shanghai.

The *Minnesota* will be met by the U. S. S. *Villaboy*, which will convey the party to

Shanghai, the *Villaboy* being partaken of en route.

The *Villaboy* is timed to land her passengers at the Nippon Yusen Kaisha Wharf at 1 p.m. and the Taft party will proceed to the

American Consulate General.

In the afternoon at 2 o'clock Mr. Taft will

perform the opening ceremony of the New

Chinese Young Men's Christian Association, when

Taotai Y. C. Tong is to attend on behalf

of the Viceroy and deliver an address. Next

the visitor is to meet the Executive Committee

of the American Association of China at Mr. H. B. Morse's residence, 33 Hard Road, at

3:15 p.m. A reception, by the leading Chinese

residents, will follow at 4 p.m. at the Yu

Yuen Gardens; after which a reception at 7:30

p.m. for dinner at 8 will be given to Mr. Taft

at the Astor House, under the auspices of the

American Association; and it is known that

Secretary Taft is to deliver an important speech

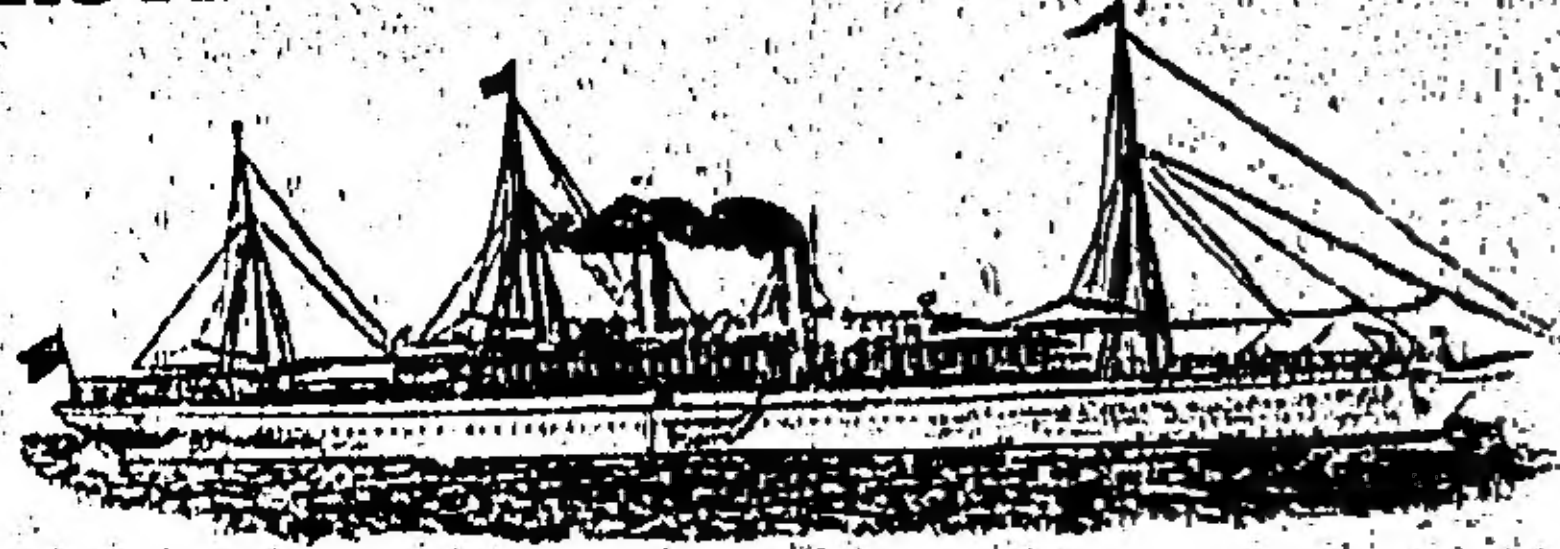
during the evening. As the *Minnesota* will

leave early next morning Mr. Taft will return

to Woosung the same evening, going on board

the *Villaboy* at 10 p.m.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, Oct. 24th	Nov. 11th
"MONTEAGLE"	6,100	WEDNESDAY, Nov. 6th	Nov. 30th
"EMPRESS OF JAPAN"	6,200	THURSDAY, Nov. 21st	Dec. 9th
"EMPRESS OF CHINA"	6,300	THURSDAY, Dec. 19th	Jan. 6th
"EMPRESS OF INDIA"	6,400	THURSDAY, Jan. 16th	Feb. 3rd

"EMPRESS" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, HAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Palace "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class

Steamers, and 1st Class on Railways, via St. Lawrence River Lines or New York £71.10. Hongkong to London, Intermediate on

First-class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

R.M.S. "MONTEAGLE" carries "Intermediate" passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 26th September, 1907. D. W. GRADDOCK, General Traffic Agent for China, Corner Paddar Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI VIA NINGPO	YUENSANG	TUESDAY, 8th Oct., Noon.
SHANGHAI	YUENSANG	TUESDAY, 8th Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 11th Oct., 4 P.M.
TIENSIN	YUENSANG	SATURDAY, 12th Oct., Noon.
SHANGHAI, YOKOHAMA, KOBE	YUENSANG	MONDAY, 14th Oct., 4 P.M.
MANILA	YUENSANG	FRIDAY, 18th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	YUENSANG	SATURDAY, 19th Oct., Noon.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single	Return
Hongkong to Singapore 1st Class	85	150
Penang	85	150
Calcutta	165	350

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Port. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
HONGKONG and HAIPHONG	"HUPH"	8th Oct., daylight.
MANILA	"TAMING"	8th Oct., 4 P.M.
SHANGHAI & CHINKIANG	"TAOING"	9th Oct., "
ILOILO and CEBU	"SUNGKIANG"	9th Oct., "
MANILA, ZAMBOANGA & COLONIES	"CHANGHUA"	10th Oct., "
SWATOW & SHANGHAI	"SHAOHSING"	10th Oct., "
YOKOHAMA & KOBE	"CHINGTU"	11th Oct., "
HONGKONG, PAKHOI & HAIPHONG	"SINGAN"	11th Oct., "
SWATOW & SHANGHAI	"YUOHOW"	16th Oct., "
CHEFOO & NEWCHWANG	"KWEIYANG"	18th Oct., "
CHEFOO & TIENSIN	"KUEIHOW"	21st Oct., "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	Almond	MANILA	SATURDAY, 12th Oct. 1907.
ZAFIRO	2540	Fraser	"	SATURDAY, 19th Oct. 1907.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship "OCEAN MONARCH"

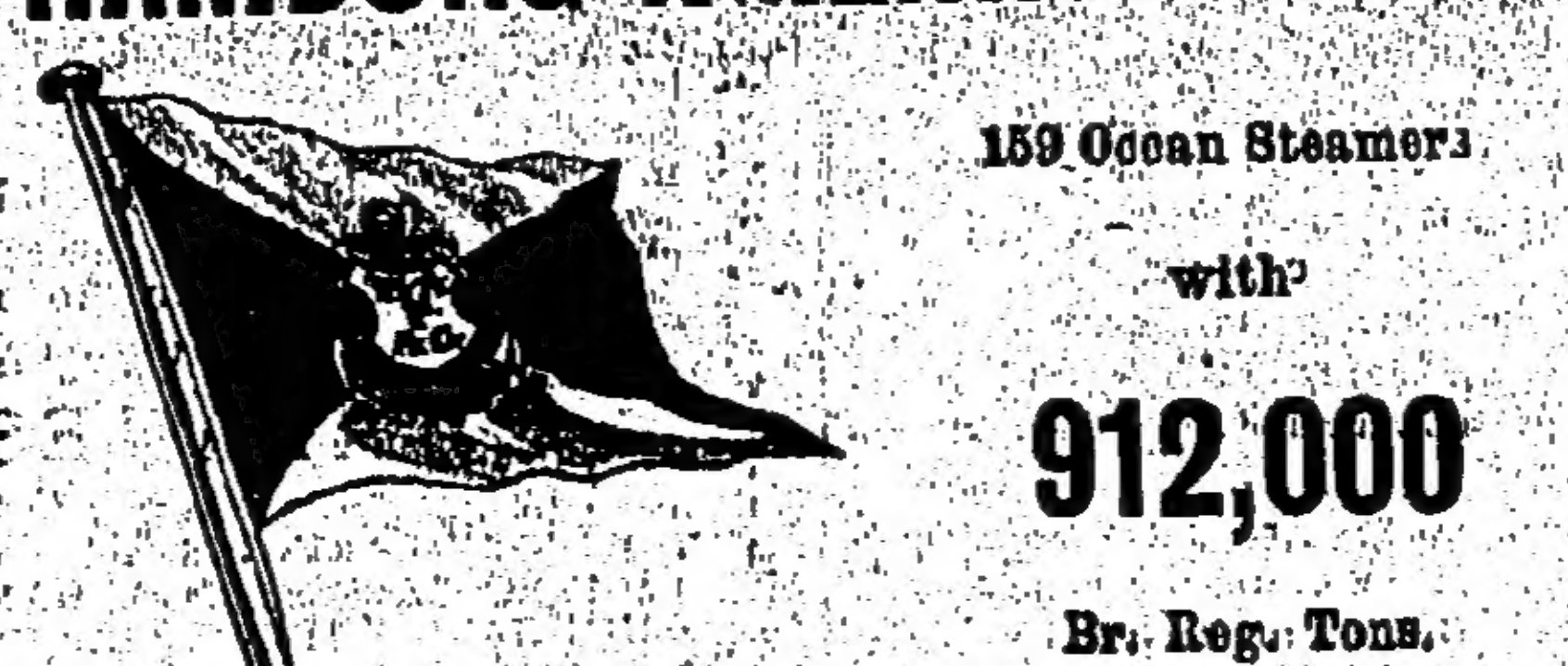
On the 2nd November, 1907.

For Freight and further information, apply to

SHEWAN TOMES & CO., General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HARSBURG, HOHENSTAUFEN, SILESIA, SCANDIA.

HIGHEST COMFORT, ONLY

LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE, HAMBURG.

NEXT SAILINGS FROM HONGKONG.

Outward. Homeward.

SILESIA

Hongkong, 26th September, 1907.

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WEATHER FORECASTS AND

STORM WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the

main in front of the Water Police Station at

Tsing Sha Tsui for the information of masters

of vessels leaving the port. They do not

necessarily imply that bad weather is expected

here.

Signal

No.

1. A CONE

point upwards

indicates a Typhoon

to the North of the

Colony.

2. A CONE

point upwards

and a U M

below

indicates a Typhoon

to the North-East

of the Colony.

3. A DRUM

indicates a Typhoon

to the East of the

Colony.

4. A CONE

point down-

wards and

DRUM below

indicates a Typhoon

to the South-East

of the Colony.

5. A CONE

point down-

wards

indicates a Typhoon

to the South of the

Colony.

6. A CONE

point down-

wards and

BALL below

indicates a Typhoon

to the South-West

of the Colony.

7. A BALL

indicates a Typhoon

to the West of the

Colony.

8. A CONE

point upwards

and BALL

below

indicates a Typhoon

to the North-West

of the Colony.

Red Signals indicate that the centre is

believed to be more than 300 miles away from

the Colony.

Black Signals indicate that the centre is

believed to be less than 300 miles away from

the Colony.

The above signals will, as heretofore, be

hoisted only when typhoons exist in such

positions or are moving in such directions that

information regarding them is considered to be

of importance to the Colony or to shipping

leaving the harbour.

These signals are repeated at the Harbour

Office, H.M.S. Tamar, Green Island Signal

Post, and the Flagstaff on the premises of the

Hongkong and Kowloon Wharf and Godown

Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected

that the wind may increase to full typhoon

force at any moment, the following Urgent

Signal will be made at the Water Police

Station, and repeated at the Harbour Office

at intervals of ten seconds.

A Black Cross will be hoisted at the same

time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited

on the Flagstaff on the roof of the Water

Police Station at Kowloon, the Harbour Office

Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green,

indicates that a typhoon is believed to be

situated more than 300 miles from the Colony.

Journal of Management Studies, 36(7), 809-826.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000	197,167	\$1.15/- for 4-year ending 30.6.07 @ ex 2 1/2 3/16 = \$16.04	5 %	\$147 1/2
Do.	40,000	\$125	\$125	\$1,750,000				\$145 new issue London £78
National Bank of China, Limited	99,075	£7	£6	\$1,715,000	\$71,253	\$2 (London 3/6) for 1903		\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	\$270
North China Insurance Company, Limited	10,000	£15	£5	\$1,700,000	Tls. 185,529	Interim of 7/16 for account 1906 @ ex 2/10 11,16 per cent	6 %	Tls. 75 buyers
Union Insurance Society of Canton, Limited	2,400	\$250	\$100	\$3,000,000	\$1,466,400	Final of \$12 making \$42 for 1905 and Interim of \$30 for 1906	5 1/2 %	\$760
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$800,000	\$401,467	\$1 for year ending 31.12.5	7 %	\$170 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000	\$562,980	\$1 and bonus \$2 for 1905	9 1/2 %	\$86 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000	\$435,236	\$40 for 1905	13 1/2 %	\$300 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	\$1 for 1906	6 1/2 %	\$15 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$4 for year ending 30.6.1907	10 1/2 %	\$37 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	20,000	\$15	\$15	\$300,000	\$127,101	\$1 for 1st half-year ending 30.6.07	7 1/2 %	\$27 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	40,000	£5	£5	\$2,000,000	\$3,694	\$1 for 1906 @ ex 2 1/2 = \$7.14 per share	3 1/2 %	\$41 sellers
Do. (Deferred)	6,000							\$39 sellers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 54,372	Tls. 13,327	Interim of Tls. 1 1/2 for account 1907	11 1/2 %	Tls. 47 sellers
Do. (Preference)	100,000							Tls. 48 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000	172,370	Interim of 1/- (Coupon No. 8, for a/c 1907)	4 1/2 %	44/-
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$100,000	1137	\$1.00 for year ending 30.4.1907	4 1/2 %	\$21 sales
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 40,479	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	Tls. 48 sales
REFINERIES.								
Chiba Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	\$8 for year ending 31.12.06	8 1/2 %	\$98
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none		\$3 for 1907		\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	Tls. 87 1/2 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	\$12,546	Interim of 1/16 for a/c year ending 28.2.07	4 %	Tls. 15 1/2 sellers
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$50,000	\$11,358	No. 12 of 1/- = 48 cents.		49 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 1/2 %	\$17
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Interim of \$2 for six months ending June 30th 1907	6 %	\$67 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$491,580	\$4 for 1st half-year ending June 30th, 1907	8 %	\$100 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 10,459	Tls. 3 for year ending 30th April 1907	4 %	Tls. 77 sales
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 23,117	Interim of Tls. 8 for account 1907	8 1/2 %	Tls. 217 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$10,908	\$2 1/2 for year ending 30.6.07	9 1/2 %	\$23 sellers
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	13 %	\$14
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$10,925	\$4 for 1st half-year ending 30.6.07	10 %	\$100 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Interim of \$3 1/2 for half year ending 30.6.07	7 1/2 %	\$103
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	\$103
Kowloon Land and Building Company, Limited	8,000	\$50	\$50	\$400,000	\$1,089	\$2 1/2 for 1906	7 %	\$36
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,493	Tls. 61,978	Interim of Tls. 3 for account 1907	7 1/2 %	Tls. 101 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$2,519	Interim of \$2 for half year ending June 30th	8 1/2 %	\$48
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	16 %	Tls. 62 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	\$14,269	50 cents for year ending 31.7.07	14 %	\$10 1/2
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 36,211	Tls. 6 for year ended 30.6.06 (8 %)	14 1/2 %	Tls. 53
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 31,450	Tls. 8 for 1906	8 1/2 %	Tls. 90 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 25,357	Tls. 50,663	Tls. 50 for 1906	17 1/2 %	Tls. 287 1/2 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,299	\$698	1/3 per share for 1906	9 %	\$61
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$653	\$3 for 1905		\$20 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904		\$9 1/2 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905		Tls. 55 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06		16 ea. & buyers
Do. special shares	50,000	\$1	\$1	none				\$9 sales
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$855	80 cents for 1906	9 %	\$18
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$50,000	\$2,555	\$1.30 for year ending 31.7.1906	7 1/2 %	\$11 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	9 %	\$20 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$420,000	\$15,001	\$2 1/2 for year ending 28.2.07	11 1/2 %	\$14 1/2
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$2,953	\$1 per share for year ending 28.2.07	7 %	\$240
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Interim of \$4 for 4-year ending June 30th 07	9 1/2 %	\$25 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Interim of 80 cents per share for a/c 1907	8 %	Tls. 335 sellers
Maatschappij tot Mijn. Bosch en Landbouwexploitatie in Langkat, Limited	25,000	Gls. 100	Gls. 100	Tls. 547,500	Tls. 10,374	Third interim of Tls. 7 1/2 making Tls. 22 1/2 for a/c 1907	9 %	Tls. 120 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	none	\$2,655	8 pps sh. or period from 19th Oct. to 30th Apr. 07	8 1/2 %	\$2 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	none				\$5 buyers
Philippine Company, Limited	67,500	\$10	\$10	none				Tls. 105 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 7,990	Interim of Tls. 3 1/2 for account 1907	7 1/2 %	Tls. 35
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 67,323	Tls. 9,751	Tls. 4 for 1905		Tls. 67 1/2 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 450,000	Tls. 3,354	Final of Tls. 5 and Tls. 10 for 1906		Tls. 116 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820	Tls. 7,843	Interim of Tls. 5 for a/c 1907	8 1/2 %	Tls. 310 buyers
Shanghai Waterworks Company, Limited	8,175	£20	£20	Tls. 190,000	Tls. 85,592	Interim of 15/- for account 1907		Tls. 280 buyers
South China Morning Post, Limited	7,200	\$25	\$25	none	Dr. \$41,934	Interim of 11 1/3 for account 1907		\$23
Steam Laundry Company, Limited	20,000	\$5	\$5	none	1478	None		\$6
Tientsin Waterworks Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	40 cents for year ending 31.5.7	6 1/2 %	Tls. 97
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$349	Tls. 6 1/2 for year ending 30.4.07		\$12
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$15,000	\$1,360	First year		\$10
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$5,482	80 cents on 9,000 ord. shares and \$10.80 on 100 Foundry shares for 71, end 31.5.07	8 %	\$11
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$183	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %	\$7
				\$15,000		Final of 30 cts making 80 cts for the year ended 30th June, 1906		

* These shares are entitled to half of the profits.

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA."

Captain W. Hayward, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th October, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Company's S.S. *Britannia*, 6,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oceanic*, due in London on 30th November, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th October, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, ADEN, DUE SOUTH, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "NEHA"

Captain Schmitt, will be despatched for MARSEILLES on TUESDAY, the 15th October, at 1 P.M.

This Steamer connects at Colombo with one of the Company's Australian steamers bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—
S.S. *YARRA* 19th Oct.
S.S. *ERNEST SIMONS* 26th Nov.
S.S. *TOKIN* 26th Nov.
S.S. *POLYNESIE* 10th Dec.
S.S. *TOURANE* 24th Dec.

G. DE CHAMPEAUX, Agent.

Hongkong, and October, 1907. [10]

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast).

THE Steamship

"HEADLEY," will be despatched for the above Port, on or about SATURDAY, the 26th October.

For Freight, apply to

ARNHOLD, KARBERG & Co., Agents.

Hongkong, 5th October, 1907. [15]

Announcements.

ACHEE & CO.

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FURNITURE.

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REQUISITES.

&c. &c. &c.

Telephone 256.

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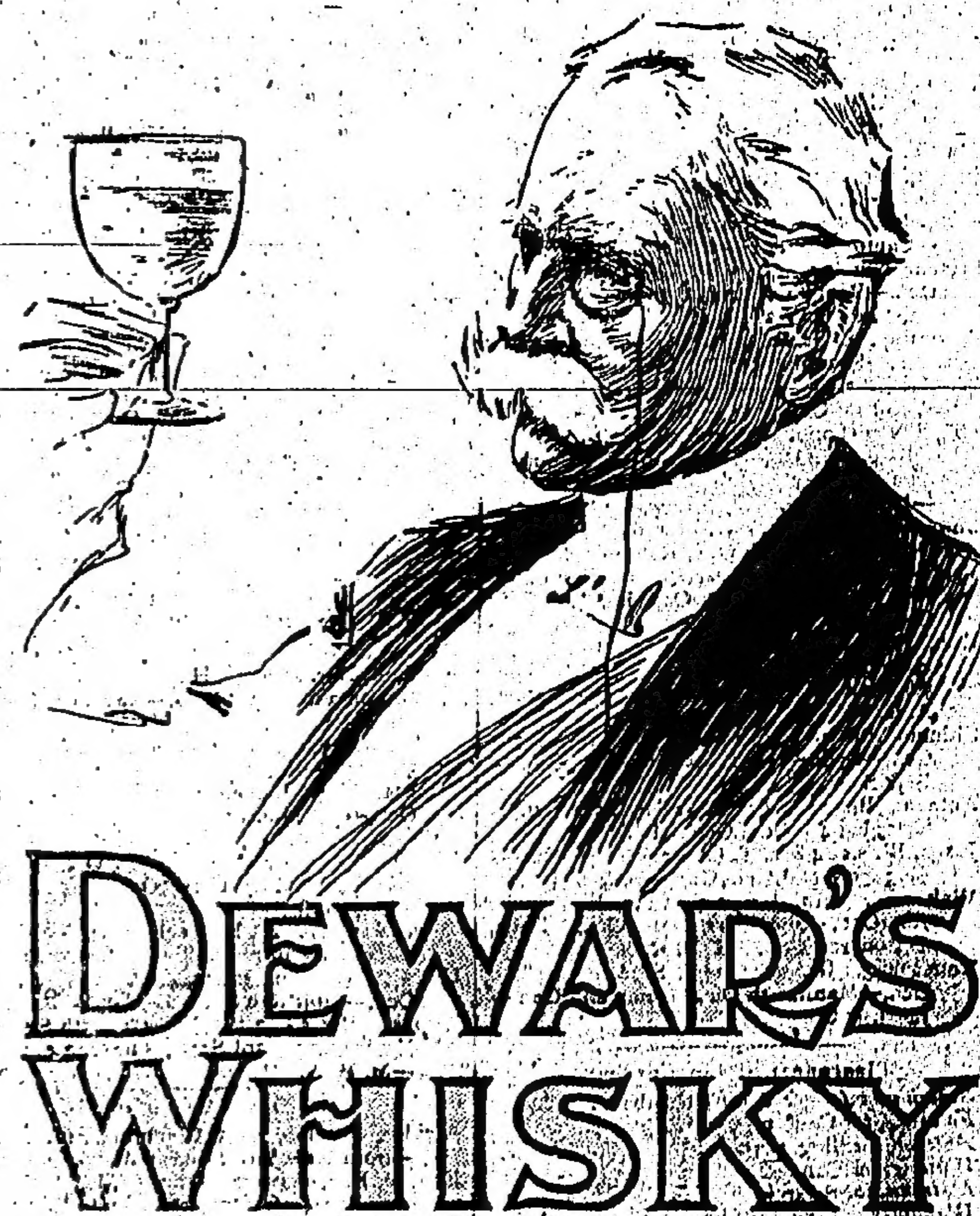
KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1905.



Sole Agents. BUMANN & BERBLINGER.

15, 16 & 17, Connaught Road Central.

[408]